

MOTOR RACING

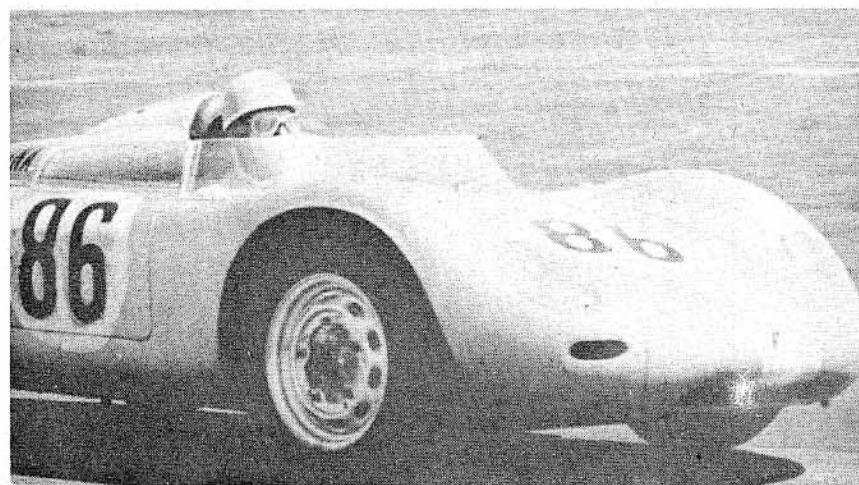
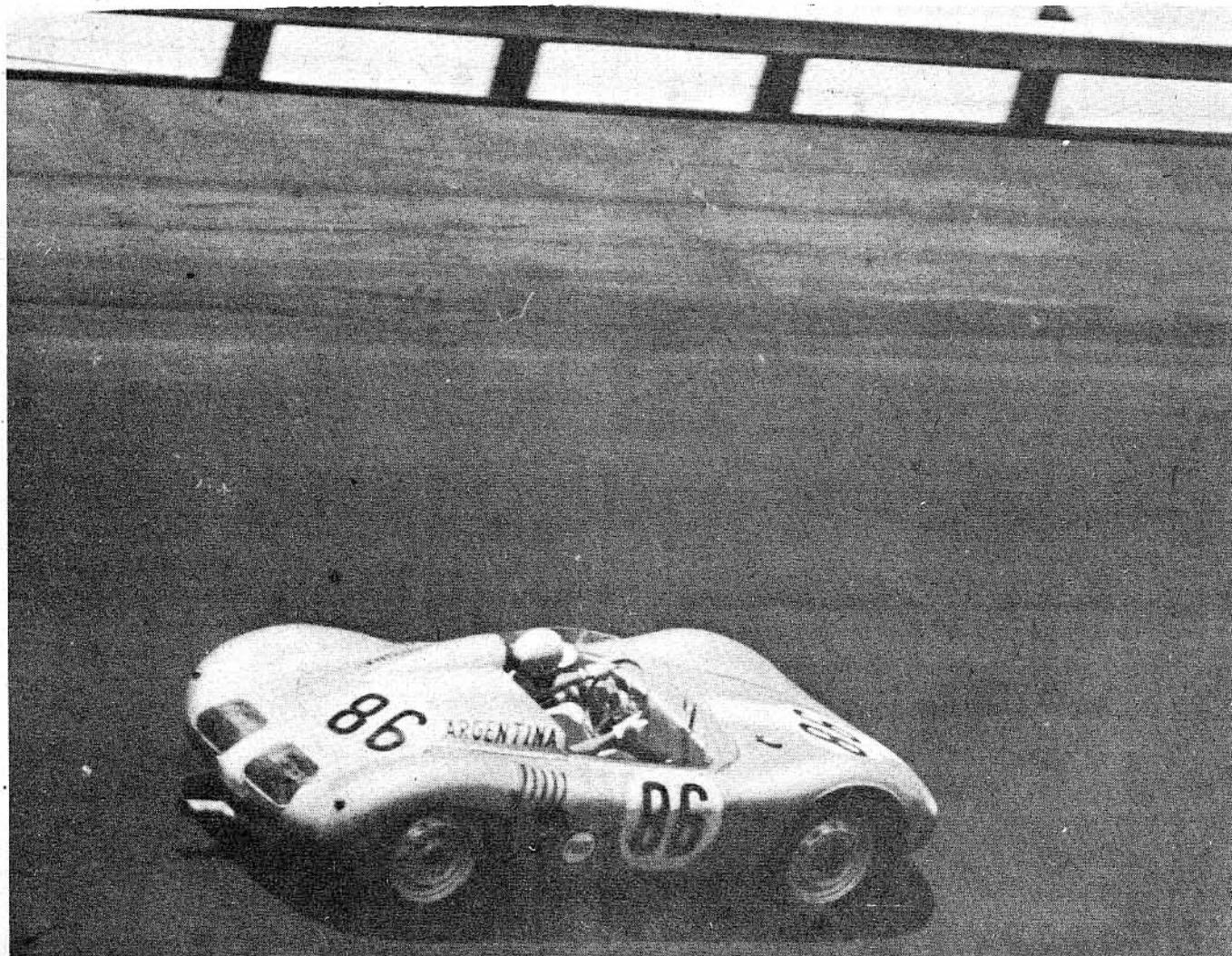
and
ECONOMY CAR NEWS

Vol 4--No.13--Culver City, Calif.

(Published Bi-Weekly except last issue of Calendar Year)

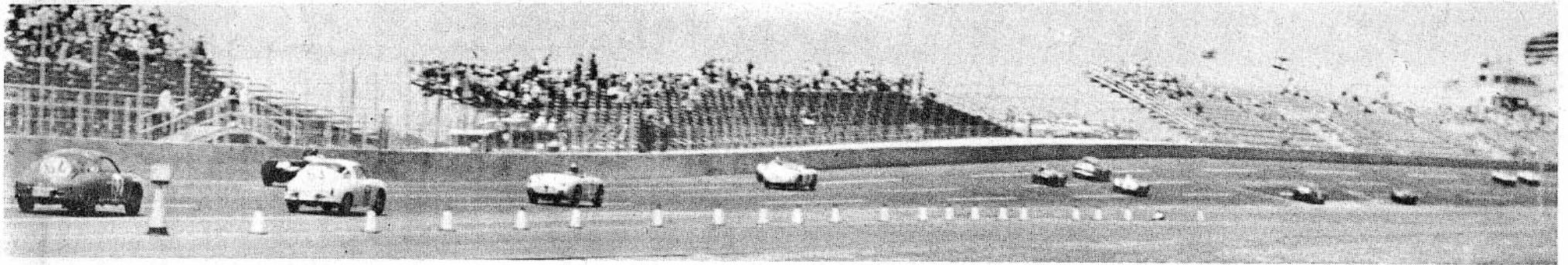
April 17-24, 1959

15¢ Cheap



PORSCHE RSK

THE SPECTACULAR German car won the 6-hour, 560-mile sports car race last April 5 at the new Daytona Beach Intl. Speedway. Above, Count Antonio von Dory of Argentina booms the car around one of the steeply-banked turns, while at left he is shown on the 1.31-mile paved infield road section of the 3.81-mile course. His Argentine co-driver was Robert Mieres. They averaged 93.345mph. Story, Pg. 1; chart, and other photos, back cover. (Photos by Jack Brady)

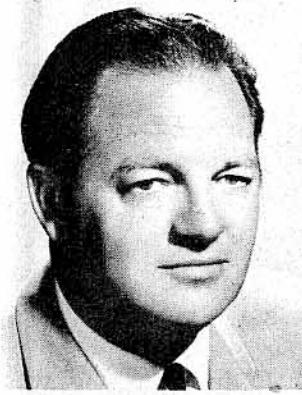


SPORTS CARS HEAD TOWARD BANKED TURN AT NEW DAYTONA INTERNATIONAL SPEEDWAY

Potter, Going Join Motoracing

Insuring broader editorial coverage and advertising representation, MOTORACING with this issue adds to its staff two experts in the automotive field, particularly as it concerns sports and economy cars.

They are James E. Potter, who becomes associate editor, and James D. Going, new advertis-



JAMES E. POTTER
managing editor.

They are well known and have national reputations in their respective fields.

Potter was managing editor of MOTOR TREND for three years, and for the past five years has produced various automotive books for that national publication.

These include the annual Cars of the World Series, Custom Cars Annual, Hot Rod Annual, and, in 1956, a book, Sports Cars. During the 10 years that he has been in automotive work, Potter has done extensive freelance writing for many publications, including MOTOR TREND, MOTOR LIFE, SPORTS CARS ILLUSTRATED, CAR CRAFT and HOT ROD. Additionally, he has put together a book on drag racing.

A veteran photographer, in addition, he illustrates all his books and articles. Potter also has done extensive road

testing of sports, economy and Detroit cars.

Bringing his vast road testing experience to this publication, he will do all of MOTORACING's future road tests. He will also write articles and do a column on the surging economy cars and conduct automotive surveys.

Jim Going needs no in-



JAMES D. GOING
advertising manager.

introduction to the automotive set. His handsome face has been noted at all meetings and parties having to do with the imported car field during the past eight years.

For five years he was advertising manager of MOTOR TREND, and later served in that capacity with the monthly magazine, WATER WORLD.

He also has a trade advertising background, having served for five years with Jenkins Publications. Going has avidly followed the surge of the sports car and then the economy car, and there are few imported car soirees where Jim Going has not been represented.

Going knows the advertising business thoroughly, having served with various agencies in both sales and production.

Welcome to MOTORACING, Jim Potter and Jim Going.

Great Canyon Rally Slated April 18-19

(Complete Entries & Photo Layout -- Page 4)

TUCSON, Ariz., April 15---When the SCCA National Rally program was conceived in 1958, Arizona was selected as a logical area for one of the three championship rallies to be held in the Western United States. The route chosen by Bill Peters, Arizona's rallymaster, led through Salt River Canyon, Oak Creek Canyon, the Petrified Forest and Painted Desert. Midpoint of the two-day trip was the Grand Canyon--and this clinched the choice of names--The Great Canyon Rally.

The National Rally Championship is based upon top scores in 3 out of 4 National rallies nominated by entrants, and last year's champions, Joe and Celia Bechtel of Manhattan Beach, Calif., chose the Great Canyon as their first point rally. Winning this with a total error of 110 seconds gave them the im-

(Cont. on Page 5, Col. 3)

EUROPE TOUR

Are you interested in joining MOTORACING'S tour to Europe this summer, tied in with Dusty Mahon's Westwood Travel Service? Write for full particulars to P.O. Box 1127, Culver City, Calif.

Read MOTORACING. Subscription blank on Page 3.

FOUR SCCA REGIONS GO AT DEL MAR

(Course map -- Page 2)

A 10-event sports car road racing program will be staged May 2-3 on a 1-1/2 mile course built on the parking area of the horse race track near San Diego.

Lindley Bothwell, chief steward for the race and member of the SCCA's national activities board, said the two-day speed carnival is sponsored by SCCA regional groups of Los Angeles, San Diego, San Francisco and Arizona.

Headlining the program will be a 35-mile main event for the big bombs, the modified class of 1500cc and over.

Four races and qualifying will be held on Saturday, with six on Sunday, May 3.

The course is so constructed that spectators from any point can see every bit of action on the entire layout.

"It is the greatest short course, and the most spectacular for sports car racing that I've ever seen," enthused Bothwell. The course has eight twists and turns.

In the News

Some 150 cars and drivers compete in the SF SCCA Lions club races at Stockton, Calif., April 18-19. They also have a concours on tap.

Dan Gurney, George Constantine and Bruce Kessler are among drivers to receive awards at USAC's awards banquet May 11 at Indianapolis AC. Dan was the '58 road race division winner.

John Brophy is general chairman of the SCCA Great Salt Lake road races to be held at West Jordan, Utah, May 16-17.

Snell Memorial Foundation has reinstated approval of the

(Cont. on Page 6, Col. 4)



2 SPORTS CAR figures scored class victories in last week's Mobil Economy Run from LA to Kansas City. They were Mary Hauser, ex-driver and secretary of the Cal Club, shown above practicing for the run in a go-kart, and Jim Parkinson, top Burbank race driver, inset. Mary won class B (low price, 6-cyl) in Chevy Biscayne, 22.38mpg; Jim, class F (high price), Cadillac 62, 19.03mpg. Complete class winners elsewhere in this issue.

Split-Second Timers Used in Natl. Rally

TUCSON, Ariz., April 15---The second annual Great Canyon Rally April 18-19, will be timed with the Longines

SEX

and sports cars

Sports car buffs were wondering last week just how sexually inadequate and inferior they are compared to the Joe Blow who drives a Detroit elephant.

This was the aftermath of a report before the Western Safety Congress here by Dr. Jerome M. Kummer, psychiatrist from UCLA Medical Center.

Feelings of sexual inadequacy find expression in erratic driving habits, Dr. Kummer said, adding:

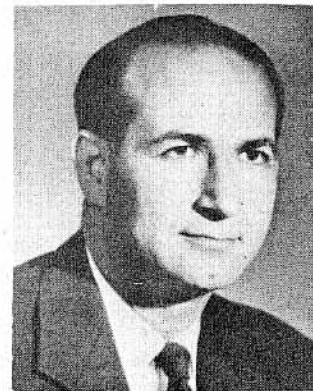
"Evidence of the use of automobiles as buffers for feelings of sexual inferiority is easily observed in teenage boys, and their preoccupation with their 'hot rods,' just as it is to be observed in their older brothers...and fathers...with their more sophisticated versions, now disguised with the more propounding name, 'sports cars.'"

Many Factors

Dr. Kummer declared: "Innumerable factors go into making up a person's attitudes and behavior behind the wheel--the culture in which he lives, his emotional background, together with the current life situation...all combine into creating the way a driver will function at any given time.

"Poor drivers are usually found to be immature, unstable, nonconformist, and anti-social. Difficulty in dealing with aggressive feelings is often noted and poor drivers often use their cars as means of evading intense feelings of sexual inadequacy."

What do people think of



DR. JEROME M. KUMMER

you in relation to your car? This is what Dr. Kummer said: "The automobile has become one of the more prominent socio-economic symbols of status and prestige. The manufacturers and their advertising agencies have gone to extremes to enhance whatever natural tendencies that may have existed along these lines, and appear to have thoroughly succeeded in their aim to convince the average American that an older car, one that is smaller, less powerful or less expensive will cause those around him to think less of him."

Another Study

Ken Hartman of Covina, USC psychologist, is conducting a psychological study of the personality of sports car drivers and how they differ from other groups tested.

It is the largest study of its kind. He has given 150 tests to CSCC drivers, and has written to the Women's Sports Car Club. There is no connection between his study and Dr. Kummer's.

Vignettes

By Gus V. Vignolle

- Sports Cars Phroots
- A Cheer for Hudson
- Mexican Road Race

JAY GUREY collared me the other morning in Pershing Square as I headed for my Judo lesson.

He said, "I see in the papers where this psychiatrist from UCLA says people who drive sports cars are phroot."

JAY GUREY is an impetuous little man who spends all his waking hours (1) talking, (2) writing letters to editors and (3) drinking fig juice at the Press Club.

Sometimes he jumps to conclusions.

"The Snapper-Wrappers," I reminded him, "did not say guys who drive sports cars are phroot; they said such people are sexually inadequate."

"What's the difference?" he barked.

I painstakingly explained to him the difference between a guy who is phroot and a guy who is sexually inadequate. He seemed satisfied with the explanation.

(Cont. on Page 3, Col. 1)

NOTICE

New Economy Car News Section -- Page 2. Full page on Natl. Great Canyon Rally -- Page 4.

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MOTOR RACING

And ECONOMY CAR NEWS

Vol. 4--No. 13--Culver City, Calif. April 17-24, 1959

Bi-Weekly except last issue of Calendar Year 15c

ARGENTINE DUO DAYTONA VICTOR IN PORSCHE RSK

BY FRED & JACKIE PFISTERER

Special to MOTORACING

(Photos, front & back covers; chart, back cover)

DAYTONA BEACH, April 5. -- Count Antonio von Dory, former Hungarian motorcycle champion of Buenos Aires, and co-driver Argentine sports car champion Robert Mieres, drove their 1498cc, 167hp, Porsche RSK to victory in today's 6-hour, 560.07-mile Daytona Int'l. Speedway inaugural road race for sports cars.

They won by one full lap and earned \$5250, including \$1500 for the 2000cc win. Average speed of the winners was 93.345mph.

The 42-year-old Hungarian-born nobleman went to his adopted Argentina as a refugee in 1949, began road racing five years ago. He is the Porsche dealer for Argentina. Mieres, 34, is a veteran of 15 years in auto racing and grand prix sports car competition, including

four years with the Maserati factory team (1951-1955).

\$20,000 Purse

The posted \$20,000 for 24 positions was the largest purse ever paid to sports

(Cont. on Page 5, Col. 5)

VENICE SPEEDWAY

In Southern California's race-happy days just after Venice's founding in 1904, the Speedway WAS part of an auto race course.

NEWS ALONG THE ECONOMY CAR FRONT



SQUEEZE PLAY -- Meeting, and beating, a challenge by 18 New York University Tau Delta Phi students who crammed themselves into a Renault Dauphine, these 20 USC coeds managed to look pretty and not too uncomfortable.

MOTOR RACING

AND ECONOMY CAR NEWS

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Registrations

(Courtesy Motor Registration News of Calif., Oakland 6)

NEW IMPORTED PASSENGER CAR REGISTRATIONS YEAR - 1958

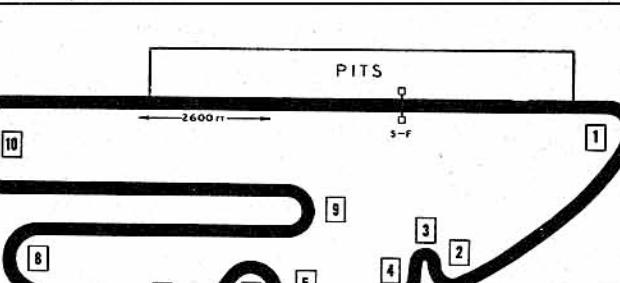
	Calif.	North	South
1 Volkswagen	14681	7339	7342
2 Renault	10107	3883	6724
3 Fiat	5997	2330	3667
4 Volvo	5296	1734	3545
5 Hillman	4494	1593	2901
6 M. G.	3954	1395	2559
7 Morris	3943	1373	2570
8 English Ford	3782	1392	2523
9 Simca	3440	1860	1634
10 Opel	3225	1115	2110
11 Borgward	2118	912	1201
12 Morris	1805	760	1048
13 Austin Healey	1612	602	1010
14 Nash	1578	697	881
15 Peugeot	1554	598	756
16 Jaguar	902	341	561
17 B.M.W.	784	325	459
18 Dodge	776	311	465
19 Mercedes Benz	753	285	468
20 D. K. W.	696	191	505
21 Goliath	501	276	223
22 Fiat	467	217	241
23 Alfa-Romeo	458	200	245
24 Sunbeam	352	157	260
25 Austin	281	103	178
26 Cooper	270	138	132
27 Citroen	236	98	200
28 Lloyd	203	81	122
29 Austin-Healey	122	44	78
30 Goggomobil	109	44	64
31 Riley	59	39	59
32 Standard Leavason	52	13	39
33 Morris	52	27	45
34 Morgan	42	25	47
35 Rolls Royce	39	15	24
36 Datsun	37	7	30
37 Fiat	32	20	12
38 Lancia	26	14	12
39 Aston-Martin	17	5	12
Misc. (15 or less)	92	41	51
TOTALS	74525	30354	44161

NEW PASSENGER CARS

	Calif.	North	South
1 Chevrolet	106477	39099	66658
2 Ford	93133	33447	55468
3 Plymouth	36289	13606	22683
4 Oldsmobile	20807	7800	13115
5 Buick	17406	6825	10538
6 Pontiac	17023	6807	10216
7 Rambler	16810	6803	10007
8 Volkswagen	14841	2810	7339
9 Dodge	13893	5344	8549
10 Cadillac	13618	4678	8940
11 Mercury	11774	4886	6968
12 Studebaker	5148	1811	3417
13 DeSoto	2603	1407	2196
14 Saab	3595	1642	1953
15 Edsel	3436	1258	2178
16 Imperial	1997	575	1340
17 Metropolitan	1889	623	1266
18 Lincoln	1830	715	1115
19 Continental	1366	380	986
20 Ford	225	98	120
Imported-Other	59844	23023	36823
Miscellaneous	26	8	18
TOTALS	444881	168691	276190

NEW BUSES

	Calif.	North	South
1 Volkswagen	1133	571	562
2 Fiat	384	189	195
3 D.A.C.	329	82	227
4 Crown	132	42	90
5 Ford	126	43	83
6 Gillig	85	70	15
7 Bus	73	70	3
8 Chevrolet	64	23	41
9 International	55	25	30
10 Goliath	16	6	10
11 Fiat	14	8	5
12 Dodge	9	4	4
13 Lloyd	4	2	1
14 Bedford	2	1	1
15 Com	1	1	1
16 D.X.W.	1	1	1
17 English Ford	1	1	1
18 Marmon-Herrington	1	1	1
19 Willys	1	1	1
TOTALS	2411	1135	1276



HERE IS latest road race course to come up in So. Calif. It is at Del Mar, near San Diego, where four SCCA regions sponsor races to be held May 2-3. Story Page 1.

Economy Car Notes

The new Volkswagen proving ground at Wolfsburg, Germany, 60 acres of torture terrain, finds the 2500 Volkswagen produced daily put through their paces on rutted desert tracks, slippery "rain-sliced" surfaces, asphalt and concrete roads in all states of repair, hills of varying steepness and ruggedness, and modern super highways.

An oval test track surrounds the entire proving ground.

Here is what they are saying Ford, General Motors and Chrysler will have to offer in the small car field:

Size -- Wheel-base lengths around 105 to 110 inches. Ford and General Motors plan two small-car lines apiece, Chrysler one.

Price -- Somewhat under \$2,000, based on Chrysler president L. L. (Tex) Colbert's prediction of \$150 under price of standard models.

Ford and GM will introduce their cars in the fall; Chrysler probably two or three months later.

A completely new Austin, the Cambrian Mk. II, styled by Pinin Farina, well-known Italian auto designer, was introduced to the Southland by more than 50 British Motor Corp. dealers April 5.

The all-new 4-door sedan is powered by the compact, racing bred, series B engine of four cylinders and 90 cubic inch displacement.

Henry Henkel, west coast sales manager, Rootes Group, announces that California led all states in sales of Hillman and Sunbeam cars during 1958, with a total of 10,351.

United States' sales for the same period totaled 20,225.

cars compared with 11,748 in 1957, making a new record for the pioneer British Auto group.

SAN FRANCISCO -- L. L. (Tex) Colbert, president of Chrysler Corp., said that an American small car can never be designed similar to the European small economy car because of American labor costs. American-built economy cars can only be built for about \$150 less than standard models, he declared.

BACK COPIES
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Attention, all racing, rally and sports car clubs!

For a limited time only, MOTORACING is making a special bargain offer to clubs.

A 1-year subscription to the country's oldest and most widely read sports car bi-weekly newspaper — \$2 — instead of the regular \$3 subscription rate.

For clubs to take advantage of this saving, they must have a minimum of 10 subscriptions. These must be handled through the club secretary.

Club members who are already subscribers may renew for another year at this reduced rate.

Since this offer expires soon, club secretaries are urged to send in their lists with proper remittance to MOTORACING, Circulation Dept., P. O. Box 1127, Culver City, Calif.

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RENAULT PRESIDENT SEES IMPORT CAR SALES RECORD

Dreyfus Cites Huge Gains

The United States, in less than three years, has become the largest single market outside France itself for Renault automobiles, Pierre Dreyfus, president of Renault of France, said here last Monday.

Dreyfus, who heads France's biggest single industrial organization, cited rapidly rising sales of imported cars in this country in predicting a continuing boom. The 1959 sales to date, he said, "represents a sweeping, nationwide increase."

He pointed out that imported car registrations in 1957 represented 3.4 percent of total U.S. new car licenses -- and by the end of 1958 the imported car total had risen to 8.12 percent.

The 377,625 imported cars sold in the U.S. in 1958 represented an 85 percent increase over 1957, he said. "Renault's registrations in this country rose 114 percent in 1958 over 1957. And we feel it is significant that the rise in Renault's proportion of the U.S. foreign car market was a steady one throughout 1958."

The upturn in Renault sales has continued in 1959, he said. In January and February of this year, sales were double those of a year ago.



Vignettes

By Gus V. Vignolle

HUDSON AGREES DAYTONA TRACK VERY DANGEROUS

(Continued from Page 1)
"You drive a sports car, don't you?" he asked in a sardonic tone.

"Yes."

"What kind?"

"What does that have to do with it?"

"Just tell me," he said, "because I think those who drive certain brands are more phoot than others."

"I can't tell you because I don't want to publicize this particular type of car. As a matter of fact, I want to dump it. Maybe you would like to buy it?"

"Quit changing the subject," he interrupted, nervously tapping his cane and tossing a few acorns to the pigeons (in the grass, alas).

"Look," I said, "the Snapper-Wrappers emphasized only one point of many brought out by Dr. Kummer."

"How do you know that?" he cried, belligerently.

"Because I talked to Dr. Kummer and I read the full report."

I told Jay Gurey we were getting nowhere and that if he wanted more accurate information on the subject for him to catch the next issue of MOTORACING (this one). It would carry direct quotes from the paper which Dr. Kummer had written and which he gave me.

End Gurey-at-Pershing-Sq. Episode.

Need a Laugh?

I contend there is no harm in lifting, if what you lift is good, to wit (JEROME BEATTY, JR. in the Sat. Review):

"There is a new organization called 'A.A.' The initials stand for Athletes Anonymous. If at any time of the day or night a member feels the desire to take a brisk walk or to play a snappy game of tennis, he calls his buddy, who comes over and sits and drinks with him until the overwhelming urge for exercise goes away. More broken homes have been saved than you can imagine."

Might as well keep stealing (the Diners' Club mag):

"EYDIE GORME entered a pet shop, found a poodle she liked and inquired about its pedigree. The salesman explained, 'If this dog could talk, he's got so much pedigree he wouldn't talk to either one of us.'"

And: "New drink rage in Canada is 'Red Eye' --- beer, tomato juice and gin."

Unlike a lot of the "big-shot" name drivers who don't return phone calls, answer letters or thank you when you send them courtesy photos gratis, Dan Gurney and Skip Hudson get the nod from this writer as top people. A cheer for Riverside for producing such guys.

Skip teamed with the Cuban champion, SANTIAGO GONZALES, in a GT Ferrari and did exceptionally well (6th overall) at the recent Daytona race.

It doesn't take a mental giant to realize that this new track is far more dangerous than most courses. M A RSHALL TEAGUE was killed in practice, and GEORGE AMICK in a 100-miler for speedway cars. Only three races have been held there.

Skip's Comments

Skip didn't enjoy the going one bit. Said Skip: "Daytona is quite an overwhelming layout and very dangerous."

He had the Ferrari coupe going 150mph down the straightaway and found it possible to drive flat-out into the bank at that speed. He didn't

like it because he felt he was "in the laps of the Gods" during the bank driving and "if anything went wrong mechanically, it would all end quickly."

Skip, who was impressed by Gonzales' driving, drove four hours, the Cuban two. The Ferrari (former Sebring GT class winner, owned by HANS HIRSCH) and another 3-liter GT were the only "production type" cars in the race, so the accomplishment has more significance when one considers the opposition.

It's good to see Bob White and Bruce Danielson get out the B&B Intl. Race Team Newsletter out again. It was Skip who drove their 4.9 Ferrari to third overall and first in over-2000cc at Pomona recently. "Doc" White had a lot of tough luck with a broken third gear at Nassau.

It was quite a hassle to get the car ready for Pomona, with a complete gearbox finally coming by airfreight from NY. The choice of Skip as pilot was a good one; he had won the big production race at Riverside last October in a Corvette.

"Doc" and Bruce aren't far wrong when they say: "We think you are going to hear a lot about Skip. You know, of course, that the Ferrari factory is interested in him."

Regarding the accident, the Newsletter states: "Nobody was killed, by a miracle. I think the accident should be chalked up to slowness on the starter's part. He should have realized that there would be oil on the course after MAX BALCHOWSKY blew the bottom out of his motor, and either stopped the race or put out the oil flag, instead of waiting until someone struck the oil."

SNIPPETS --- A word about GERI FLEMING, who graciously helped out in an ad capacity until the two JIMS --- POTTER & GOING --- joined MOTORACING: Since the start of this paper, NOBODY has done anything to approach the publicity and public relations job that Geri did for the local SCCA group.

This is directed, in particular, at some of the LA SCCA clowns (you'll find 'em here as well as the Cal Club).... Errata: re size of the Corvette engine, it should have been 283 cu. in., and weights were of the car, NOT the mill.... My Mexican spies report the famous Pan American road race definitely will be revived next year. UMBERTO MAGLIOLI is now in Acapulco looking into the deal.... Politics is damaging the RODA Club in Mexico City, but PEPE TAMBORRELL, the new proxy, may be able to work things out.... JIM PARKINSON's recent Cad win in Mobil's Econ Run shouldn't be too surprising: in '58 he won the US's first imported car mileage rally, driving a 1290cc Alfa Romeo sports coupe in class C (1100-1499cc) for Italiano Motors. He averaged 33.3673 mpg....

FLAVIO ST. GERMAIN predicts that Chevrolet will resume its interest in competition, if another General Motors concern (Pontiac) doesn't cease needling Chevy's Detroit bigwigs (ED COLE). This needling concern has supplied MICKEY THOMPSON with four and possibly six engines.... The recent Daytona sports car race was sanctioned by USAC and FIA. It is now reported that BILL FRANCE is considering allowing amateur SCCA to take over the 1960 sports car program.

MARTIN WINNER



E. D. MARTIN, of Columbus, Ga., takes the Cocoa Corner at Pensacola's Fiesta of Five Flags SCCA races. Martin is shown driving the Ferrari in which he won the feature 90-mile race. Other photo Page 7 - (Robert E. Fields Photo)

Added Award for \$10,000 Rally

With the rule books and entry blanks out, interest now is beginning to boom for the American Intl. Rally to be held Oct. 13-17. There is a prize list of \$10,000 guaranteed against 40% of the entry fees.

The event begins in eight cities in the U.S., Canada and Mexico, and winds up in Las Vegas.

The Mexican Government Tourist Bureau hopes to add to the prize fund by offering \$1000 to the three highest-placing Americans departing from the Mexico City starting point.

Rolando Torres of the LA office of the Mexican bureau expects an OK from Mexico City.

Three sports cars leave today (Friday) for Guadalajara and Mexico City to drum up interest in the big rally. Given a sendoff by Mexican Government officials are cars driven by Jim Hines, Santa Monica (Porsche); Bob McKee, Burbank (Austin-Healey), and Bob Sweet, LA (Alfa Romeo).

Further rally info can be obtained by writing to 125 E. Linden Ave., Burbank.

Formula Juniors

The board of directors of the 500cc Club of America has passed a resolution to bring the International Formula Junior within the scope of this club. Previous to this action, the club catered only to Formula III Grand Prix cars. The Formula Junior cars will be run as a separate class from the Formula III machines. The new class

will follow the rules published by the F.I.A. with certain variations for local races.

The first race to make provisions for these new cars will be the race sponsored by the 500cc Club at Willow Springs, April 26. This is believed to be the first Formula Junior race in this country.

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Ferrari Takes Florida Race

PENSACOLA, Fla., April 5. --- Ed Martin, of Columbus, Ga., driving a 3-liter V12 Ferrari Testa Rossa, won the Fiesta of Five Flags SCCA main event here today.

He averaged 81.7mph around the 3-mile course for the 90-mile headliner for big modified sports cars.

A crowd of 20,000 fans saw the race program which drew 94 cars.

Joe Shepard, Tampa, Fla., was second in a German Porsche, followed by Al Connell, Jr., Ft. Worth, Ferrari, and Bill Kimberly, Pensacola, Ferrari.

The 30-lapper was held at the Corry Fields airport course of 12 turns. There were no mishaps, but a major smashup was averted when Martin missed Kimberly's Ferrari by inches as the latter spun on the 12th lap.

Jay Eichenlaub, Cleveland, won the 51-mile first race in an OSCA, averaging 72.05 mph. Chuck Rickert, Indianapolis, took the second race, a 60-miler, in a Porsche Carrera, averaging 75.2mph. The 60-mile third race was won by Charles Kolb, Washington, D.C. in a Maserati. His average was 76.1mph. In this race, Jim Jeffords, the noted Corvette pilot from Milwaukee, was the class B production winner.

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WHERE THEY ARE COMING FROM FOR THE SCCA NATL. GREAT CANYON RALLY



CREW WORKERS get training aid from Tracy (The Pipe) and Kay Bird, of Tucson, for the SCCA Natl. Great Canyon Rally slated for April 18-19. Standing: Dick Wells. Sitting: kneeling, l to r: Lou Cecil, Kay Bird, Clay Hubbard, Berk Charvoz, Tracy Bird. (Photo Associates, Tucson)



BILL PETERS (tall, white-haired one) checks out crews. This is practice in setting watches to WWV time signals. WWV will be at every checkpoint. Rally will be timed by famed Longines Split Second Times.



ENTRANTS FROM LA Region of SCCA head for Arizona. From left: Paul Pond-Marion Hagarty, XK150; Bob and Alice Powers, XK120, and Gordon and Annalee Capito, Lancia.



HERE IS the group from Livermore, Calif. Entrants include Jerry and Mike Marshall, MGA; John Kimlinger, George Patraw, Austin-Healey, and Barbara Ann Kerr, Barbara Stacy, Sprite.

BEAUTIFUL TROPHIES UP

TUCSON, Ariz., April 15--Awards for the Great Canyon SCCA National Rally, April 18-19, will have local interest since the first three winners will receive dual trophies of beautiful Taxco sterling. Proximity to the Mexican border inspired the Arizona Border Region to use this exceptional hand-crafted silver.

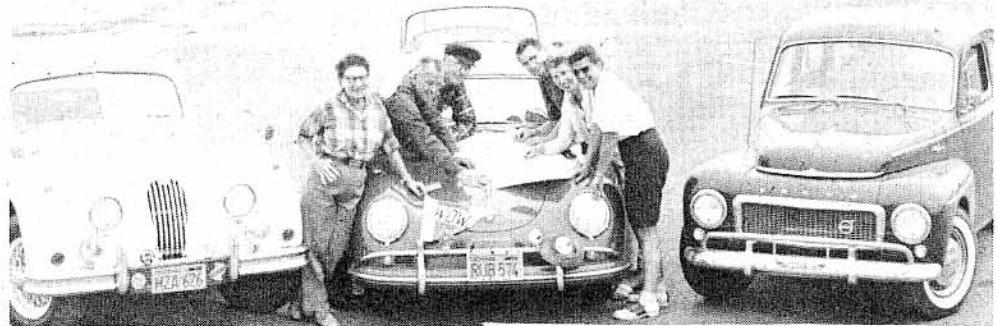
The other awards are of Lambe

ware, made in Santa Fe, N. M. These unusual trophies will be presented to the fourth and fifth place winners, the best team and the highest placing woman driver-navigator combo.

Several distributors and dealers have made possible special margue awards for high placing cars.



TWO TYPICAL checkpoint assistants, Carol Orcutt, left, and Loretta Gabrielson, for Natl. rally starting in Tucson. Rally rules forbid loitering at the checkpoints. Note: these are winter clothes, and rally is in the spring. (Photo Associates, Tucson)



SAN DIEGO GROUP---Forest and Cleo Adams will be in the Jag coupe, Art Hansen and Ken Sharp in the Porsche (Ken not shown), and Bruce Starkey and Henry Sanger in the MGA (Sanger not shown). Betty James and Mary Alpin will be in a Porsche. (Fidelis Photos, San Diego)



FROM DENVER come Dr. and Mrs. Harold Morgan. They placed fourth in the 1958 Great Canyon Rally.

Read MOTORACING. Subscription blank on Page 3.

Great Canyon Rally Entries

Following is the entry list for the SCCA Nat'l Championship Rally slated April 18-19 (starting from Tucson, Ariz.) and staged by Arizona Border Region of SCCA.

NO.	ENTRANT	CAR	HOME TOWN
1.	W. Beaver-M. Beaver	Porsche	Grand Junction, Colo.
2.	P. Pond-M. Haigler	Jaguar	Hollywood-W. Los Angeles
3.	T. Fouts-H. Fouts	Porsche	Grand Junction, Colo.
4.	W. Larned-M. Delford	Corvette	Los Angeles-Manhattan Beach
5.	J. Evans-R. Mason	Alfa Spy.	Phoenix, Arizona
6.	H. Sanger-B. Starkey	Jaguar	San Diego, Calif.
7.	C. Adams-F. Adams	Jaguar	San Diego, Calif.
8.	F. Parsons-F. Parsons	Porsche	El Paso, Texas
9.	*J. Bechtel-C. Bechtel	Porsche	Manhattan Beach, Calif.
10.	B. James-M. Alpin	Porsche	San Diego, Calif.
11.	J. van Hook-B. van Hook	MB 190SL	Lee's Summit, Mo.
12.	I. Bartoli-A. Bartoli, MD	MB 190SL	La Canada, Calif.
13.	R. Pejsa-B. Pejsa	MB 190SL	La Canada, Calif.
14.	W. Field-R. Finney	TR3	Phoenix, Arizona
15.	A. Capito-G. Capito	Lancia Spy.	Playa del Rey, Calif.
16.	D. Stroy, MD-D. Stroy	TR3	Council Bluffs, Iowa
17.	K. Hybarger-R. Hybarger	T-Bird	Albuquerque, N.M.
18.	V. Wright-F. Wright	Sunbeam	Kansas City, Kan.
19.	H. Richardson-H. Schell	TR3	Pleasanton, California
20.	J. Nichols-B. Thomas	Porsche	Palm Beach, Fla.
21.	B. Mayer, MD-V. Mayer	Porsche	Denver, Colorado

(Continued on Page 5, Cols 3-4)

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Class Winners 1959

COMPETITIVE CLASS OFFICIAL WINNER MILES PER G.

A .Compact Car	Rambler American Deluxe .25.29 (Woody Bell)
B .Low Price, 6 Cylinder ..	Chevrolet Biscayne 22.38 (Mary Hauser)
C .Low Price, 8 Cylinder ..	Plymouth Belvedere 21.15 (Pierce Venable)
D .Low Medium Price	Dodge Coronet 21.75 (Patricia Jones)
E .Upper Medium Price	Ford Thunderbird 19.13 (Art Chrisman)
F .High Price	Cadillac Sixty- two 19.03 (Jim Parkinson)

Average of all cars entered 19.4 m.p.g.



San Francisco Newsletter • Dear Gus

By TOM WILSON

AMATEURS THINK THIS COUNTERACTS THE PROS

SAN FRANCISCO, April 15 -- Convinced that the only solution to their national championship troubles was a tight organization of their own, West Coast regions of SCCA recently got together and set up rules and regulations for a 1959 Pacific Coast championship racing program. There are no national races scheduled on the West Coast this year.

The conference was hosted by CLARK McCARTNEY, governor of area 10, and assisted by TRACY BIRD, governor of area 9. Among those also present were JAMES R. LOEW, RE of the San Francisco Region; LINDLEY BOTHWELL, RE of the Los Angeles Region; COLONEL BURLEIGH HILLMAN, RE of the Northwest Region, and GENERAL HUGO P. RUSH, executive director of SCCA.

Rules and regulations of a Pacific Coast Championship were set up. A tentative, non-conflicting race schedule was drawn up, with three firm PCC dates.

These are: May 16-17, Utah Region, Great Salt Lake Races; June 6-7, S.F. Region, Laguna Seca; Aug. 1-2, Northwest Region, Sea Fair.

10-Race Slate

To complete the 10-race schedule are the tentative races scheduled at Riverside, Del Mar, Vaca Valley and two Arizona dates at Phoenix and the Marana Airport near Tucson. The Hawaii Region has been assigned two races that will each count for 1 1/2 times the normal championship points. No dates have been set for these races at this time. This schedule will equalize the competition with at least four championship races within trailing distance for the serious competitors in every region.

It seems the boys have given up the national championship, and by selecting their Pacific Coast champions they hope to lure the eastern champs into a grand race program that will grand race program that will end this hassle once and for all. It could develop into an annual schedule with the issue decided on a real road course such as Laguna Seca, at a date following the eastern racing schedule.

Each sponsoring region will pay a sanction fee of \$125 for each championship

race meet. This accumulated fund will purchase trophies to be awarded to class winners in all production, modified and restricted classifications, such as Formula 111 and Formula Junior. Le Mans Starts Out

The San Francisco classification of production cars will be in effect. Starting procedure will be standardized, with no Le Mans starts and a definite countdown procedure used in starting all races.

The SF region "spinout" and "green flag" rules were adopted by all regions and a more liberal use of the passing flag by the turn marshals, will be urged. The caution, passing and oil flags will be the only flags displayed at turns.

All production cars must conform to SCCA rules, which will be interpreted liberally but not loosely. A definite point system has been set up and the record will be compiled by Allen W. Fleming, Box 26, Encino, Calif. Race results will be forwarded to him immediately after the results of each race program are official. A schedule of points has been set up according to classes. No points will be awarded to a non-SCCA member or an SCCA member registered outside of areas 9 & 10.

These last items do not concern the trophy awards for any particular race; it only concerns the points for PCC awards.

Offset the Pros?

Gus, this all adds up to a genuine effort, on the part of the West Coast SCCA wheels to offset the threat of professionalism. This will make the amateur races more appealing to the club drivers, who may be undecided as to which way to jump. This schedule of 10 races will give all drivers a fair shake and that \$1250 trophy pot should lead to some very nice trophies. In addition, there will be at least 10 more non-championship races that should keep the boys busy turning bolts between races.

I will try to keep you briefed on future developments, but even the present rules and regulations will confuse many a race official. So, rather than give you a snow job, let us take it easy and I will feed it to you in easy installments.

With best regards,

Tom Wilson

Thumbnail Road Test

Excellent Comments Made on DKW

The comments were excellent on the all-around good looks of the DKW sedan, the 3-cylinder, 2-cycle, front-wheel drive car.

After a short while, we got used to the unconventional N-pattern column shift. The DKW is one of the most enjoyable little cars we've driven.

Front-Wheel Drive

The current DKW is called the 3-6, as the 900cc roller crank bearinged-engine fires all 3 cylinders on each revolution, equaling a 4-cycle 6. Once out of idle, the engine whines up through the revs a lot more smoothly than most 4-cycle jobs. Under ordinary driving and cornering, the front wheel drive is noticeable only when floor-boarding the car in low gear, particularly around a corner. This produces an odd giggling of

the steering wheel.

In heavy Los Angeles traffic we averaged 24mpg, which should easily get you mileage in the high 30s on the open highway.

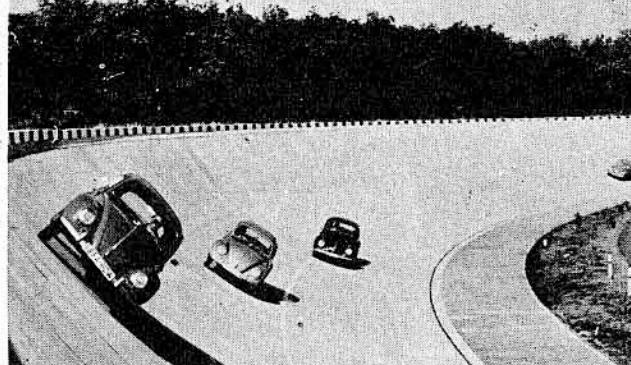
7 Moving Parts

One of the great advantages claimed for the DKW is that the engine requires less maintenance than that of any other car on the road today. This seems logical, as it contains only 7 moving parts...the 3 pistons, 3 connecting rods and the crankshaft. There is no cam-shaft, no followers, no valves, no rocker arms, no timing gear and no oil pump.

We haven't the least hesitancy to recommend the new DKW as either a 1st or 2nd car for any family.

The DKW sedan was borrowed from Peter Satori, West Coast distributor. — W.R.C. SHEDENHELM

MOTORRACING



VW TESTING -- Oval track surrounding 60-acre proving ground at Volkswagen factory is steeply banked to permit 93mph speeds without side thrust.

TRULY SCENIC RALLY ROUTE

(Continued from Page 1)

petus to sweep the field for the championship.

This year, April 18-19, the

Great Canyon Rally will be to be found anywhere.

The rally is being staged by the Arizona Border Region of SCCA.

The Bechtels will be back to defend their championship, but strong teams of rallyists from Livermore, Calif., Dallas, Texas, Denver, San Diego and Los Angeles are entered to challenge their crown. Fifty entrants will start the two-day rally Saturday morning, April 18. The victory dinner is Sunday night at the famed Arizona Manor in Phoenix.

Great Canyon Rally Entries

(Continued from Page 4)

22. M. Marting-R. Marting	Porsche	Tucson, Arizona
23. J. Marshall-M. Marshall	Porsche	Livermore, Calif.
24. H. Morgan, MD-B' Morgan	Austin-Healey	Denver, Colo.
25. J. Kimlinger-C. Patraw	Corvette	Livermore, Calif.
26. C. Bell-M. Bell	TR3	Tucson, Ariz.
27. P. Acker-S. Acker	Renault 5CV	La Jolla, Calif.
28. P. Mayer-P. Mayer	Lancia CT 2500	Tucson, Ariz.
29. D. Ehrsam-P. Ehrsam	TR3	Kansas City, Mo.
30. R. Bullock-H. Bullock	Nash Healey	Tucson, Ariz.
31. D. Ridgeway, MD-H. Ridgeway	A-H Sprite	Dallas, Texas
32. B. Kerr-B. Stacy	MGA	Livermore, Calif.
33. K. Brown-T. Brown	MG-TC	Dallas, Texas
34. B. Martinez	Denver	National Observer
35. G. Mead-M. Mead	Austin-Healey	Dallas, Texas
36. E. Nordstrom-R. Nordstrom	TR3	Tucson, Arizona
37. C. Galbraith-R. Locke	MGA	Dallas, Texas
38. K. Sharp-A. Hansen	Porsche	San Diego, Calif.
39. G. Brown-M. Brown	Jaguar	Dallas, Texas
40. F. Schmitz-B. Schmitz	MB 190SL	Mission, Kansas
41. E. Rettig-F. Casey	Porsche	El Paso, Texas
42. A. Dorner-B. Dorner	Jaguar	Tucson, Arizona
43. W. Parish-P. Smith	MGA	Phoenix, Arizona
44. V. Peterson-J. Hernly	Porsche	Phoenix, Arizona
45. C. Holloman-I. Blandford	MB 300SL	San Leandro, Calif.-S.F.
46. K. Maynard-K. Maynard	Volvo	National City, Calif.
47. R. Alexander-C. Durbin	T-Bird	Dallas, Texas..
48. D. Hohlenkamp-S. Hohlenkamp	Fiat 1200	Tucson, Arizona
49. B. Sheldrick	Austin-Healey	Warrensburg, Mo....

* -- 1958 SCCA National Champions.



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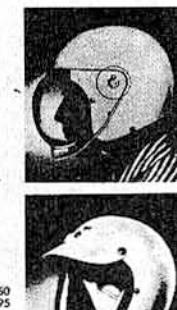
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VON DORY-MIERES AVERAGE 93MPH

(Continued from Page 1)

cars in this country. There was \$5000 in accessory money.

The race was called because of darkness, approximately 65 miles short of the full 1000-kilometer distance.

Another Porsche RSK, driven by Art Bunker, Kansas City, and Bob Said, New York, was second. Both Porsches ran out of gas on the 52nd lap and were pushed "cross course" at the penalty of one lap to be refueled.

Californian "Skip" Hudson from Riverside joined Cuban Champion Santiago Gonzales in a Ferrari Berlinetta (3 liter) and the combination came across the finish line sixth overall and first in the 2000-3000cc group. However, a protest was honored for their being off course. A one-lap penalty cost them one position and class victory.

Daigh kept busy

Chuck Daigh, Long Beach, Calif., and Carroll Shelby were by far the busiest drivers of the day. Daigh's car retired early and he was sought by the Rathmann brothers.....when that entry conceded he joined Ralph Moody in a T-Bird. Shelby gave the Maserati-Corvette its head for as long as it lasted, then hopped in to assist Ruby and Bill Krause, Compton, Calif., in the other J.E. Rose entry, a 4.5 Maserati. It was out after 110 laps.

Foyt was the first leader of the race, then Shelby took over, giving way at the 20th lap to Ruby, who stayed in the lead even with time for a gas stop, which included picking up relief driver Krause. The Argentine's Porsche, running a close second, took over then, holding the advantage for the final 37 laps.

Drivers stated after the race that they liked the unusual and challenging road course and its speed bowl portion. There was a notation by the winners that they could feel pressure while travelling the high banks at speed. Total course measured 3.81 miles - 2.5 miles banked track and 1.31 miles paved in field road course. Only 9,000 saw the race.

Read MOTORRACING. Subscription blank on Page 3.

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Imported car dealerships numbered 14,607 at the end of 1958—a 398% jump in two years.

SCCA members and guests race against the hands of time Sunday, April 19, at San Fernando drag strip. For info: NO 4-5986.

Champion spark plugs have designed a new plug especially for the SAAB-type UK-10.

National publicity for the American Intl Rally Oct. 13-17 (\$10,000 guaranteed against 40% of entry fees) recently when Robert Halmi was interviewed on Dave Garroway's show. Both he and Doug Kennedy, editor of TRUE, plan to enter the event.

Goodyear Tire & Rubber Co. has announced expansion of its racing tire line to cover all track conditions on the NASCAR circuit.

The Kurtis Yamaha, with 4-speed gearbox, is at Frank Kurtis' in Glendale, and Norm Benedict reports it may compete in the junior formula class.

Lots of action at the big 4th annual convention of the VW Club of America at Pocono Manor, Pa.

We're looking into that "accident" (broken tie rod) that kept Mary Davis' Plymouth from winning her class in the Mobil Economy Run.

Jim Parkinson had only 80 miles of practice in the Cad which he drove to a class win for Italiano Motors. He won for this same sponsor in an Alfa some months ago when Mobil staged a mileage econ run for imports.

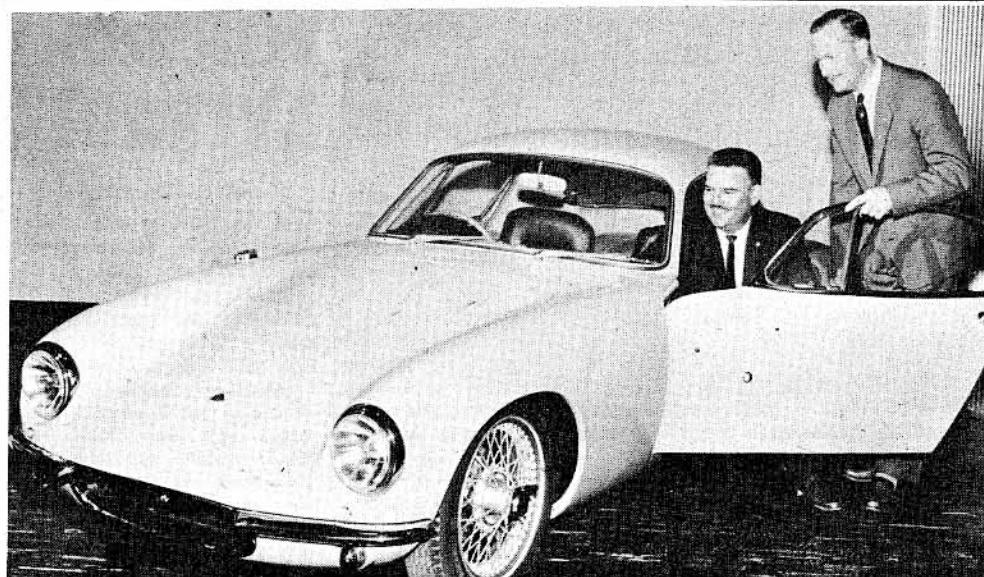
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BRITON COLIN CHAPMAN, right, builder of the Lotus cars, with Jay Chamberlain, of Burbank, US distributor, at recent unveiling of the beautiful new Lotus Elite. Jay embarks soon on tour that will see him race a 2-liter Lotus at Vaca Valley, Chicago, Lime Rock, Vineland, Thompson, Watkins Glen and Laguna Seca.

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wondering. A July 4 race for speedway-type cars has been cancelled. They say the oval is too fast for today's race cars and drivers. Killed there in a brief period: Marshall Teague and George Amick.

Jim Rathmann won the race in which Amick was killed at new world record speed of 170.261 mph for 100 miles. Recent local motor scooter rally was won by David Bryan, 14, in his home-made "doodlebug." Class winners: Richard Cohen, Robert and Richard Gonzales, Larry Kelly, all in Lambrettas. George Bow's Prima won the concours sweepstakes.

Domestic and foreign car owners will have an opportunity to predict what their automobiles' average gasoline mileage will be during a 6-hour drive, when the Corvette Club of Pasadena holds its "Monstrous Mileage Marathon" Sunday, April 19. Entrants leave at 1-minute intervals from the Union Oil Station, Glenarm and Pasadena Freeway, starting at 8.

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

WHILST WANDERING through the market the other morning, battered by shot and shell, we happened upon the dietary section thereof. Being prone to a round little tum-tum, we gave the sickening display more than a casual glance. Sacre bleu, they even sell dietary quinine water now. If we can just find some dietary gin, we've got the problem licked.

Race Gypsies

From the sunlit shores of TRAILER LIFE, it looks as though the Race Gypsies' encampment at the Santa Barbara races, May 30-31, will be a gasser. The T-R contingent will be there with a trailer (what else?) pulled by a sporty car. Toby, the race photographer, is planning an 8-room tent made of used weather balloons and stereo tape. We may even decide to camp at the nearby beach. Whoops! The wine will flow like blood.

It's Soft Today

"Yep, you kids today sure have it soft, all the time ridin' around in fancy cars."

"But, Grandfather, I don't own a car and no one takes me for rides anyway."

"Yep, sure have it soft. When I was a boy I used to walk to school every single day."

"But, Grandfather, I walk to school everyday, too."

"Yep, sure got it easy, lolligaggin' around in expensive foreign autos."

"But, Grandfather, I don't

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PERSONALS ★

About People in Racing and Rallying

BY GERI FLEMING

GEORGE CARY, out of the sports car racing picture, is now solving his psychiatrist's problems....ALLEN GUIBERSON hopes to be able to take in the Grand Prix of Monaco at Monte Carlo May 10....Deepest sympathy to AL PAPP on the passing last week of his 81-year-old mother; Al is one of the country's leading road racing coordinators and is now working on the Santa Barbara course for May 30-31 races. Revisions for spectator safety have been made at the start-finish line and turns 3 and 9....SKIP HUDSON pulled out hurriedly for the recent Daytona race after receiving a call from Mexico City from PEDRO N. RODRIGUEZ. It was hoped Skip would team with PEDRO JR. in a 3.5 Ferrari, but plans did not materialize after negotiations between the boy's father and LUIGI CHINETTI, NY Ferrari high priest....

JOHN MURATORI reports Maserati is interested in having JOHNNIE PARSONS, the noted Indy driver, pilot one of the Italian cars at the Memorial Day 500....Interest is rising in the forthcoming results of tests conducted among men and women sports car pilots by KEN HARTMAN, USC psychologist....BOB CUMBERFORD, writer and sports car designer, has left Sausalito for Baltimore. He is doing considerable writing now for MOTOR TREND....

PERRY PERON has been elected president of the Cal Club....DAVE BRACKEN is chairman of a hill climb to be staged by CSCC at Willow Springs May 10....Returning from the NY Auto Show were HAL MOODY, the noted Michelin X tire chieftain, and JOHN BEAZLEY, boss of the auto division of Gough Industries....

BILL FRIEDHAUER's Austin Healey 100S up for sale....As is JOE PLAYAN's Porsche RS....SCCA's regional exec, GORDON CROWDER, visiting the Grand Prix restaurant of late....BOB HOLBROOK has transferred his affection from

sports cars to boats....The sports car fraternity was saddened with the passing of DON DROW -- deepest sympathy is extended to his wife LAURA....MARGE and JIM PETERSON traveling homeward via Denver after the Mobil Econ Run....BILL WEEKS, 500cc race car frame builder, recently passed his state Medical Board exams....JOHN VON NEUMANN home from Europe, and the proud owner of a Facel Vega....COLIN CHAPMAN present when JAY CHAMBERLAIN unveiled the new Lotus Elite recently....As was yachtsman IGNACIO LOZANO....Olympic International Motors' new service manager is "PAT" PATRICK....JACK BRESKOVICH has purchased a fire-engine red T-Bird to pull his Austin-Healey....It's possible CHUCK BRASSELL will resume his racing career shortly....D.D. MICHELMORE living it up in Mexico City....TOM McLOUGHLIN sailing off to Catalina for Mardi Gras time

RUTH LEVY, the onetime renowned race driver, is the new mixologist for bon vivant CAM COOPER at his thriving Passport Inn in Manhattan Beach.



KEN HARTMAN, USC psychologist, who is now conducting comprehensive tests among sports car drivers. Results of his study will appear in MOTORACING. See story on Page 1.

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\$30,000 in Lap Prizes at Indy

INDIANAPOLIS, April 15—Drivers in the starting lineup for the 43rd annual 500-mile race at the Indianapolis Motor Speedway May 30 were assured today of lap prize money totalling \$30,000.

The fund has been fully subscribed for the 14th straight year. This means the drivers will receive \$150 for each lap they lead the field during the 200 trips around the two-and-a-half-mile course on race day.

FERRARI SOLD

John Edgar has sold his 4.9 Ferrari to Luigi Chinetti.

NO. CALIF. RALLY
Kings Highway Motor Club's Rally of Champions starts May 30 in Palo Alto, Calif.

Rally 'Round

With Duane Sparks

Various Rally Results

SANTA MONICA FCCA TARGA FLORIO APRIL 4-5, LARRY HARRIS RALLYMASTER 32 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Harold Guess	Bert Johnson	NRSCC	MG TF	1:44:01
2.	Flo Schumann	Charlie Schumann	SWSCC	A-H	2:04:19
3.	Tip Gruber	Jiggs Schwab	RM	Pearless	2:12:51
4.	Stan Johnson	Ron Goings	SMFCCA	Alfa	2:21:18
5.	Ed Lynch	Betty Lynch	SMFCCA	Jag	2:22:45
6.	Russ Smith	Bob Cole	NRSCC	MG A	2:25:18
7.	Bill Costley	Bud Stake	CPCCA	VW	2:24:51
8.	Duane Sparks	Ted Sparks	RM	T-Bird	2:29:26
9.	Jan Woodard	Earl Woodard	RM	Corvette	2:32:51
10.	Julie Dearth	Betty Hill	NRSCC	MG A	2:45:42

ASTRO SCC ATLAS APRIL 12 BILL RECTOR RALLYMASTER 163 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Dick Bauer	Bob Dunn	Convair	Porsche	1.08
2.	Don Lovell	F. Gordon Brickman	Convair	TR-3	5.76
3.	Dick Lovell	Carol Lovell	SMFCCA	Porsche	6.21
4.	Louis Knapik	Mary Ann Knapik	SO BAY	Morgan	6.58
5.	Bill Mobraaten	Dick Elms	Convair	Jag	7.34
6.	Bob Wood	George Taylor	SDSCC	Jag	8.90
7.	Duane Sparks	Larry Harris	SMFCCA	T-Bird	9.95
8.	Glen Peters	Barbara Peters	Ryan	TR-3	10.98
9.	Gene Hickox	Gundi Hickox	Imp. Unan	Sprite	11.55
10.	R. T. Borden	R. T. Warner	MBOC	MGB	12.70

Thumbnail Road Test

Lancia Appia: Luxury in an Economy Car

The level of workmanship in a Lancia Appia (from Hoffmann of Calif.) is the best we have ever seen, but therein lies a strange problem. The fact that the Appia gets close to 35 miles per gallon on standard gasoline puts it nicely into the economy car class. This, however, is offset by an initial price of slightly over \$2900, delivered.

Huge Field

The ATLAS on the other hand was run in strict conformance with all code regulations, drew a tremendous field of 163 cars which were then alternately lulled with slow speeds and razzle-dazzled with three or four instructions within a distance of a deep breath. In both events—as indeed in most all rallies these days, keen powers of observation won out over precise navigational prowess. The cycle has now swung completely away from the 10 or 12 seconds total error type event to the point where those who were turning this kind of performance less than a year ago are now sometimes happy to report as many minutes on their score cards.

The folks at Astro did a great job in running this open event as their first major contribution to the rally scene. From the way they ran this one it looks as though we may have a prospective sponsor for either an October or a December date for the SCCSCC championship date. How about it Astro?

You observant-type readers may have noticed the change in the by-line on ye olde RALLY 'ROUND. We are no longer running in double harness. Facing me now is the chore of locating a navigator who will put up with a used driver with a tired T-Bird. Any suggestions?

This week-end is full of good events near and far from Southern California. For those not wishing to travel to Arizona for SCCA's GREAT CANYON or to Bakersfield for the Central California championship rally, there's Lockheed's prep for the 24 HOUR, the 2.4 on Saturday afternoon and AHOC's RALLYE APRIL FROLIC on Sunday morning. All or any part of this activity should put us in shape for the April championship rally on the 25th, Long Beach MG Club's GREAT WESTERN V.

18-19---SCCA GREAT CANYON RALLY nat'l, champ, event, April 18th 5 A.M., Tucson, Ariz. April 19 7 A.M. Grand Canyon, ends Phoenix, \$20, Ariz. Border Region SCCA P.O. Box 5311, Tucson, Ariz.

18----Lockheed SCC 2.4 RALLY short nav. nite prep for 24 Hour, Glenn Hurd GI 3-6980.

19----AHOC RALLYE APRIL FROLIC, 4-1/2 hr. nav., with SOP class, Danny's Carmenta & Anaheim Telegraph Rd. Whittier 9:00 AM, \$2 Jerry Gugerty, RM, EX 4-6248.

25----LBMG GREAT WESTERN V, SCCSCC champ, event, 6 AM Stonewood Shopping Center, Firestone & Lakewood, Downey, \$5, post \$6. Walt Harper RM UN 4-8378.

MAY

3----South Bay FCCA INAUGURAL II, SCCSCC open rally, Harvey's 1-1/2 miles east of Long Beach freeway on Firestone, Downey, 8:01 AM \$5, post \$6. Tom Higgins RM NE 2-7572.

3----Tri-Counties SCC TOURNAMENT BOWL SLALOM 3443 Saviers Rd. Oxnard 9 AM, safety inspection, \$4, Call Ventura MI 8-6974.

2-3----SCCA PRESS ON REGARDLESS (Detroit) nat'l champ, rally.

9----Santa Anita FCCA T.S.D. RALLY nite nav. 7 PM Sierra Madre & Paloma, Pasadena, \$2, Ken Bundy SY 8-0279.

Micro-midgets, quarter-midgets, and other models of the tiny gasoline engine powered cars that have become so popular with the pre-teen age set are legal only when used on private property.

Bradford M. Crittenden, commissioner of the California Highway Patrol, declares that illegal use of the tiny vehicles has become widespread and expressed the hope that "parents will fulfill their responsibility and see that their children keep these toys off public streets and highways."

Kids Watch Out With Tiny Autos



CHUCK RICHERT, of Indianapolis, swerves his Porsche Carrera to barely miss Bob Steele's AC Bristol in the 11th lap of SCCA Pensacola sports car races. Richert later spun out to be passed by Steele--after which the lead was swapped again and Richert went on to win the second race. Other photo Page 3 - (Robert E. Fields Photo)

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**NEWS-
 TIME VALUE**



SKIP HUDSON, of Riverside, Calif., right, goes over pre-race instructions at Daytona Beach Int'l. Speedway. In new course's first sports car race, he and Santiago Gonzales, Havana, placed 6th overall in 2939cc GT Ferrari Berlinetta. Other photos, front cover. (Photos by Jack Brady)

Daytona Sports Car Chart

FINAL RESULTS OF THE USAC-FIA SPORTS CAR RACE, DAYTONA INTERNATIONAL SPEEDWAY, 3.81-MILE COURSE, INCLUDING 2.5 BANKED TRACK AND 1.31 PAVED INFILY ROAD COURSE.....CALLED AT 147 LAPS - 560.07 MILES. Leader received checker flag 6:48 P.M. Average speed for complete distance of 560.07 - 93.345 mph.

Cars running on course that received checkered flag at finish:

Driver	Make of Car	Laps	Comp.	Pos. Awarded
von Dory-Mieres	1498 Porsche	147		1
Bunker-Said	1498 Porsche	146		2
O'Shea-Pabst	4300 D-Jaguar	146		3
Katskee-(no co-driver)	4412 Ferrari	142		4
Roberts-Moody	5100 T-Bird	138		5
Gonzales-Hudson	2939 Ferr Berl	138		7
Kaperonis-Sergeant	4600 Astar-Corv.	127		8
Cattini-(no co-driver)	747 Fiat-Abarth	121		9
Thiele-(no co-driver)	747 Fiat-Abarth	120		10
Cussini-(no co-driver)	747 Fiat-Abarth	119		11
Stiles-Findlay	948 Sprite	107		14
Pfisterer-(no co-driver)	1100 Lotus	98		15
Saideh-Manseu	1220 Johnar	88		19
Love-Sutton	1971 AC Bristol	86		20
Moody-Daigh	5100 T-Bird	40		21

CARS IN PITS AND GARAGE UNABLE TO RECEIVE CHECKER FLAG AT FINISH

Casner-Lilly	2953 Ferrari	137	6
(Pitted and to garage area at 6:35 p.m. with broken distributor)			
Gomez-Mena-Montalo	2939 Ferr. Berl.	116	12
(Pitted and to garage area at 5:38 p.m. - engine blown, smoking badly - without brakes for previous hour)			
Shelby-Ruby-Krause	4500 Maserati	110	13
(Pitted and to garage area at 5:20 p.m. - broken oil line - Shelby relieved Ruby when #46 went out)			
Shelby (#46)	4500 Maserati-Corv.	98	16
(Pitted and to garage area at 4:48 p.m. - broken drive shaft)			
Windridge-Holbert	5562 Lister-Scarab-Corv.	96	17
(Pitted and to garage area at 5:10 p.m. - broken drive shaft)			
Foyt-(no co-driver)	5600 Lister Corv.	93	18
(Pitted and to garage area barely moving at 4:35 p.m. - rear end break-down)			
R. Rodriguez	1500 OSCA	30	22

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Write to 125 E. Linden Ave., Burbank, for entry blanks and full particulars.



DAYTONA PIT SCENE---Bill Krause, Compton, Calif., left, drove a Maserati and D-Jaguar, neither of which finished Florida race. He dons helmet while a mechanic tries to work out a cramp from Lloyd Ruby's leg. Bill was teamed in Maser with Ruby, early leader.

(2:05 p.m. pitted and to garage area with broken connecting rod)			
Utsman	5200 Buick Special	22	23
(1:50 p.m. pitted and to garage area - blown engine)			
Krause	4300 D-Jaguar	13	24
(Pitted and to garage area 1:20 p.m. - broken clutch)			
J. Rathmann-Daigh	6300 Maser-Pont.	11	25
(Pitted and to garage area with blown engine in first half hour)			
Daigh	4846 Ferrari	7	26
(Broken drive shaft)			
Goldsmith-	5200 Kurtis Corv.	4	27
(Engine failure)			
Constantine	4200 DBR-2 Aston Martin	1	28
(Cracked piston - 1st lap)			